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TRANSPORTATION AND COMMUNICATION DEVELOPMENTS IN MADAGASCAR

NEW EQUIPMENT PLAN FOR MADAGASCAN AIRFIELDS -- Paris, Marches Coloniaux du Monde,
No 367, 22 Nov 52

The Commission Technique de l'Infrastructure et de la Navigation Aerienne (Technical Commission for Infrastructure and Air Navigation) recently put in operation a civil air equipment program for Madagascar. In addition to installations for French Imperial transcontinental airlines, the following work is still to be done on the 22 principal airfields of Madagascar. (Note: the item listed below as "technical and operating unit" is composed of the following equipment: radiotelephone, meteorological station, offices, waiting room, shed for airfield fire extinguisher, and storage shed for freight and equipment.)

Tanative

Completion of Class B runway, beacon lights, telephones, ticket offices, electric power plant, one MF and IVHF and possibly "one" VHF radio beacon, technical and operating unit, and lodging facilities.

Ivato

Completion of paved Class B runway, beacon lights, ticket offices, and technical and operating unit.

Fort Dauphin

Completion of paved Class C runway, two MF radio beacons, building to house radio beacons, and technical and operating unit.

Morondava

Paved Class C runway, meteorological station, and MF radio beacon.

Andupa

Lengthening runway in a northerly direction to 1,600 meters (Class C), grading sides of runway for drainage, technical and operating unit, lodging facilities, and improvement of weather-report broadcasts.

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CLASSIFICATION

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Analalava

Rolling and sanding of present runway, lengthening runway to a minimum of 1,150 meters, and technical and operating unit.

Tulear

Lengthening runway to 1,600 meters, technical and operating unit, and meteorological station. Runway needs to be packed and raised at certain points, and runway lights must be improved. This airfield will then be accessible to long-haul aircraft. All improvements would cost a total of 20 million CFA francs.

Farafangana

Class C runway and technical and operating unit.

Ankavandra

Lengthening runway to 1,450 meters (Class C), improving drainage, filling in swampy part in the north with stones, and technical and operating unit.

Antalaha

Lengthening runway to 1,500 meters (Class C), grading sides of runway for drainage, improvement of weather-report broadcasts, and technical and operating unit.

Sahambava

Lengthening runway to 1,500 meters (Class C), grading runway and macadamizing soft parts, improving weather-report broadcasts, and technical and operating unit.

Saint Marie

Completion of work on runway and technical and operating unit.

Belo-Tsiribihina

Lengthening runway to 1,450 meters (Class C), improving drainage, packing and macadamizing work, and technical and operating unit.

Ambilobe

Class C runway and technical and operating unit.

Fianarantsoa

Completion of work on runway (Class C) and technical and operating unit.

Manakara

Lengthening runway to 1,450 meters (Class C), packing and macadamizing work, one MF radio beacon, technical and operating unit, and change of position of railroad track.

Maintirano

Resurfacing present runway and technical and operating unit.

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Miandrivazo

Lengthening runway to 1,500 meters (Class C), one MF radio beacon, and technical and operating unit.

Nosy Be

Completion of work on runway (Class C), one MF radio beacon, and technical and operating unit.

Ambanja

Lengthening runway to 1,450 meters (Class C), improving drainage, packing and macadamizing soft parts, and technical and operating unit.

Ambatondrazaka

Lengthening runway to 1,500 meters (Class C), packing and macadamizing work, one MF radio beacon, and technical and operating unit.

Mananjary

Lengthening present runway to 1,500 meters (Class C), one radio beacon, and technical and operating unit.

IMPROVEMENT OF PANGALANES CANAL -- Tananarive, Le Journal de Madagascar, 29 Sep 52

The Pangalanes Canal parallels the east coast of Madagascar between Foulpointe and Farafangana, a distance of about 700 kilometers. This sheltered waterway, composed of a series of interconnected lakes, is very narrow and shallow in some parts, and in others is choked by parasitic vegetation. These obstructions limit the usefulness of what should be an important artery of commerce.

The present goal of the administration is to open the canal to navigation by heavy barges throughout its entire length. With its tributaries, the canal represents about 1,800 kilometers of navigable waterways for the rich eastern region of Madagascar. By opening the entire canal to navigation, the following cities will become important canal ports: Foulpointe, Andevorante, Vatomandry, Mahanoro, Nosy Varika, Mananjary, Manakara, and Farafangana.

The Societe Nationale des Travaux Publics (National Public Works Company) began work on the canal several months ago in Tamatave Province. This part of the project includes digging operations on the canal between Tamatave and Ivondro, a distance of about 11 kilometers, and construction of a loading wharf.

Heavy equipment is being used to complete the work as soon as possible. A modern suction dredge with a capacity of 1,700 cubic meters per hour is working on a 24-hour basis, and the rate of forward progress is about 30-50 meters daily.

After completion of the project, the canal will be 12 meters wide and will have a minimum depth of 2 meters all year. The better sections of the canal will be navigable by barges up to 300 tons, as compared with the present maximum of 40 tons on the best section, from Ambila to Vatomandry. The next phase of the project will include the lengthening and deepening of the canal between Tamatave and Vatomandry, a distance of 140 kilometers.

The total cost of improving the canal is estimated at 2.5 billion CFA francs. However, this expense will be justified by the added economic wealth afforded the east coast of Madagascar through increased transportation and communication facilities.

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CIVIL AIR FLEET OF MADAGASCAR -- Tananarive, Le Journal de Madagascar, 12 Sep 52

Following is a list of the aircraft units which comprise the civil air resources of Madagascar.

Commercial Air Lines

Societe Nationale Air France (French National Air Lines)

Six Junker 52s, equipped with three 725-horsepower engines each; speed, 220 kilometers per hour.

Four twin-engine DC 3s, 1,200 horsepower each; speed, 295 kilometers per hour.

Societe Air Madagascar (Madagascar Air Lines):

Three twin-engine Geminis, 100 horsepower each; speed, 200 kilometers per hour.

Two single-engine Beechcrafts, 450 horsepower each; speed, 300 kilometers per hour.

Two twin-engine Dragon Rapides, 185 horsepower each; speed, 236 kilometers per hour.

Societe des Travaux Aeriens de Madagascar (Madagascar Air Transport Company):

Eight single-engine aircraft (both two-and four-seater craft), 90-125 horsepower each; speed, 100-215 kilometers per hour.

Official Government Aircraft

Government of Madagascar

Two Hiller 360s single-engine, two-seater helicopters, 178 horsepower each; speed, 138 kilometers per hour.

One DC 3.

Fianarantsoa Provincial Government:

One 4-seater, single-engine Morecrin, 135 horsepower; speed, 230 kilometers per hour.

Prefecture of Reunion Island

One Beechcraft under repair.

Aviation Clubs

Aero Club de Fianarantsoa (Fianarantsoa Aviation Club)

One two-seater, single-engine Monocoupe 90, 90 horsepower.

Aero Club Air France Madagascar (Madagascar Air France Aviation Club)

One single-engine Caudron, 130 horsepower.

Three single-engine DH 82s, 118 horsepower each; two of these planes are currently out of service.

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Aero Club de Fenerive (Fenerive Aviation Club)

One single-engine Potez 580, 130 horsepower.

Private Individuals and Firms

M. H. Fraise, Tananarive

One 4-seater, single-engine Cessna 170, 145 horsepower; speed, 225 kilometers per hour.

M. Aymar de Guittaud, Fort Dauphin

One single-engine Boisavia, 165 horsepower; speed, 235 kilometers per hour.

M. Boetschi, Fort Dauphin

One single-engine P. A. 20, 125 horsepower; speed 215 kilometers per hour.

M. Samat, Reunion Island

One single-engine Auster Aiglet, 130 horsepower; speed, 206 kilometers per hour.

M. Joussaud, Tulear

One Auster Aiglet.

Societe Tabur (Tabur Company), Miandrivazo

One Auster Aiglet.

SOTOMA [not further identified], Miandrivazo

Two Cessna 170s.

DIAL TELEPHONE SYSTEM IN TANANARIVE -- Tananarive, Le Journal de Madagascar, 14 Aug 52

Tananarive will soon have a dial telephone system to replace the present individual battery-type telephones. The dial system, of the R 6 direct-control type, is being installed in the new Analakely telephone exchange by the Compagnie de Constructions Telephoniques (Telephone Equipment Company).

The equipment occupies the basement and three floors of the building, distributed as follows: machinery room and power plant in the basement, main distribution frame on the ground floor, automatic switchboard on the second floor, and long-distance lines on the third floor.

Power is furnished by two 48-volt batteries having an operating capacity of 408 ampere-hours and maximum capacity of 816 ampere-hours. Two 24-volt batteries with 150 ampere-hours capacity are available for starting emergency generators. Three counterelectromotive-force cells regulate the voltage.

Installation of the new dial system was begun in January 1952. It should be in operation by October 1952, with 2,500 subscribers. Plans for the Analakely telephone exchange provide for the addition of 5,000 more lines if necessary.

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The total cost of installing the new system will probably amount to 40 million CFA francs.

NEW BRIDGE AT ILAKA -- Tananarive, Le Journal de Madagascar, 24 Nov 52

On 18 November 1952, a new bridge was officially opened at Ilaka, which is located 237 kilometers south of Tananarive on the road to Fianarantsoa. It will be named Bellagues Bridge.

Replacing a Bailey bridge at this location, the new bridge, which was completed in one year, has a span of 22 meters, a height of 10 meters, and the roadway is 7 meters wide.

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